WINTER 2019-2020

WORST CASE SCENARIO - SLOW MOVING TANKS

Customers that do not take regular fuel deliveries and have a slow turnover in their fuel tanks require a more conservative approach to winterization.

Fuels stored in tanks for long periods of time in the winter are often delivered when temperatures are milder, but will need to be used during the coldest parts of winter. The proper approach for these situations should include winter additive treatment, and often #1 blending in order to handle extreme winter temperatures.

Understanding the way that end-users operations run is very important to successful **winter fuel programs**. To do this, we should understand the properties of the delivered fuel, and treat the fuel as if it is going to be subjected to the most extreme winter temperatures.

Things to Consider:

1) How long will it be until the customer needs another delivery?

2) In what climate and condition is the fuel used?

3) What is the current cloud point of the delivered fuel?

4) How does the fuel react to treatment?

5) Does the fuel contain biodiesel? Biodiesel is especially susceptible to glyceride fallout, especially in static fuel tanks.

When we see customers regularly, it is easier to treat fuel for upcoming weather forecasts. If we do not see customers regularly, it's much better to plan for the worst. Effective treatment programs can change based on the fuels available in your market, the cloud point, how the fuel is reacting to treatment, and the local climate.